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ABSTRACT

Designed for elementary school students, this unit on the coming of the railroad in Wyoming provides concepts, activities, resource lists, and maps. Concepts stress the coming of the railroad in 1867-69, routes which were considered, towns owing their origin to the railroad, the railroad ownership of southern Wyoming, and the relationship between the Union Pacific and Wyoming. Students engage in a field trip to the largest steam engine in history, research presently nonexistent towns, talk with representatives of various railroad jobs, make maps of railroad routes, take a train trip to Laramie, and make a tape collection of oral interviews with old-timers who worked on the railroad. Reproducible instructions for making a locomotive out of cardboard, and photographs of a train schedule and an 1877 Union Pacific advertisement are provided. The bibliography lists books, articles, films, and maps. (KC)

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UNIT V

COMING OF THE RAILROAD

BY: TERRY ROBINSON

Wyoming Studies Development Model,

A Title IV C, FY '80 Project, Directed

By Malcolm Cook, Social Studies Consultant

Draft III

SO 013 326

Dr. Byron Barry, Superintendent of Schools

Laramie County School District Number One

Cheyenne, Wyoming

The State of Wyoming

Department of Education | Hathaway Building | Cheyenne Wyoming 82002

Lynn Simons
Superintendent of Public Instruction

WYOMING STUDIES DEVELOPMENT MODEL
(WySDM)

1979-81

A Federal Title IVc Project developed by
Laramie County School District Number One,
Cheyenne, Wyoming in cooperation with the
Wyoming State Department of Education,
Lynn Simons, State Superintendent of
Public Instruction.

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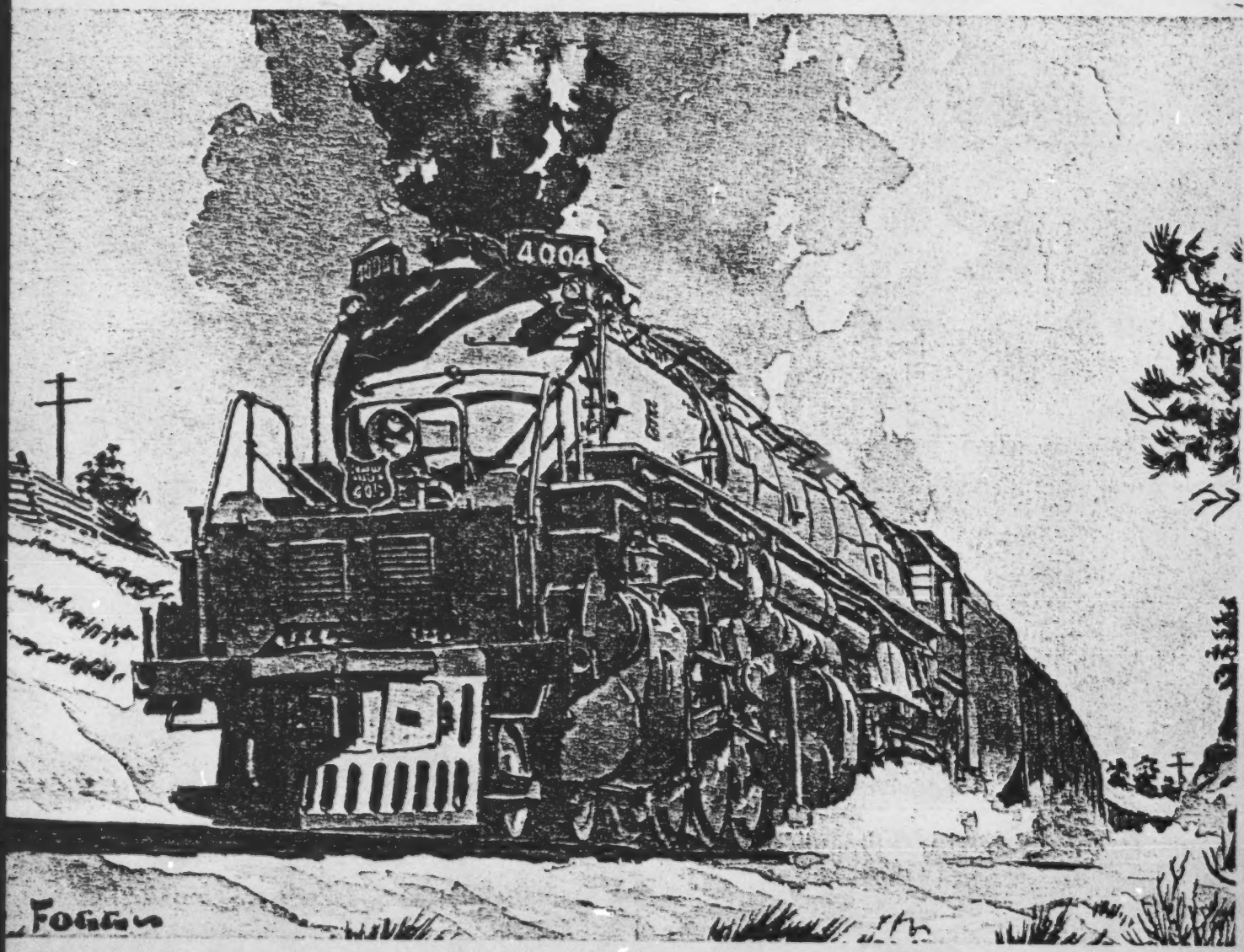
Cheyenne, WY 82002

The Coming of the Railroad

Unit V



CATTLE MEN READ THIS!

Great Inducements to those who wish to

Ship Cattle on the U. P. Railroad!!

Having entered into special arrangements with the U. P. R. R. Company, by which I can ship Cattle East at greatly reduced rates, and having selected a point between Carter and Church Buttes Stations some ten miles East of the former place, near the junction of the Big and Little Muddies, and having Constructed Commodious Lots and Extensive Enclosures, and the Company having put in a Switch capable of holding 40 Cars, I will be Prepared to Commence Shipping on or before the 15th of the Present Month, and will be able to promptly ship any Number of cattle that may be Offered.

Persons driving Cattle from Montana and Idaho, and passing by Soda Springs and the Bear Lake Settlements, will cross over from Bear River to the head of Little Muddy and follow down that stream, over a good road, to within a mile and a half of the junction of the Little with the Big Muddy, where they will cross a bridge and find a rich pasture, extending many miles; good water & perfect security for their stock, within convenient distance of the stock yards.

The cattle yards are in an enclosure of some 400 acres, and stock scales and all conveniences for shipping will be furnished. If parties do not wish to ship themselves, I will purchase, at good prices, all shipping cattle that may be offered. As cattle are now bearing excellent prices East, it would be well for persons to bring their Cattle forward as soon as possible.

For further particulars, address

W. A. CARTER,
Fort Bridger, Wyo. Ter.

Fort Bridger, July 2, 1877.

From W. G. Hay
Clerk, Operating
Ogden, Utah.

PHOTO CREDIT

UNION PACIFIC RAILROAD

MUSEUM COLLECTION

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COMING OF THE RAILROAD

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INTRODUCTION

INTRODUCTION TO UNIT V

"The Coming of the Railroad," is the fifth unit in a series of twelve on Wyoming being prepared by this project. Ideas have been accepted from local teachers, teachers from other areas of Wyoming, railroad personnel, and other interested parties. No lesson plans have been written for this material; freeing you to use your own expertise in adapting the material for your own classroom. You are encouraged to add or delete as you see fit. Social studies skills are included in the course of completing the various activities.

The Office of the Special Representative for the Union Pacific Railroad was most helpful in preparing this guide. A special thanks must go to Robert E. Pike for his assistance. We also thank Dr. Harold Brown for use of his Wyoming Occupance Atlas and the University of Nebraska Press for using A Teaching Guide for the Cultural History and Geography of the Western Frontier and Upper Missouri Region. We thank all those who helped for their support and ideas.

Malcolm Cook, Director

Terry Robinson, Facilitator

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Union & Central
RAIL-ROAD LINE
VIA Omaha TO
CALIFORNIA
NEVADA, OREGON, ARIZONA
AND ALL TRANS-PACIFIC POINTS.
The Tourist's Route Unrivalled!
YOSEMITE VALLEY, THE GEYSERS,
SANTA MONICA, And the Orange Groves of Southern California.
BIG TREE GROVES, SULPHUR SPRINGS,
THE ONLY RAIL ROUTE TO THE
SILVER MINES OF ARIZONA
Via LATHROP, LOS ANGELES, YUMA and MARICOPA.
SHORTEST AND ONLY SAFE ROUTE
To the Black Hills
VIA SIDNEY, NEBRASKA.
MOST POPULAR LINE TO LEADVILLE AND THE
COLORADO MINES AND RESORTS
Via Cheyenne, Fort Collins, Longmont, Boulder, Golden and Denver.
THE ONLY RAIL ROUTE TO IDAHO
MONTANA AND YELLOWSTONE PARK
Via Ogden and the Utah & Northern Railway.
Pullman and Silver Palace Sleeping Coaches! Steel Rails!
Westinghouse Air Brakes! Miller Safety Platforms!
AVOID DANGERS AND DELAYS OF NAVIGATION BY TAKING THE UNION & CENTRAL PACIFIC THROUGH RAIL ROUTE
THOS. L. KIMBALL, Gen'l Pass. and Ticket Agent C. P. R. R., Omaha, Neb.
T. H. GOODMAN, Gen'l Pass. and Ticket Agent C. P. R. R., San Francisco, Cal.

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UNION PACIFIC RAILROAD

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CONCEPTS FOR STUDENTS

COMING OF THE RAILROAD

Concepts for the students

1. Some of the most exciting years in Wyoming history were 1867, 1868 and 1869. The major cause of this commotion was the coming of the railroad.

2. Several routes were considered for the new railroad.

3. Many towns and cities in Wyoming owe their start and names to the railroad.

4. Much of southern Wyoming is owned by the railroad.

5. The Union Pacific railroad and Wyoming have had a close relationship for over 100 years.

6. Other railroads also helped Wyoming grow.

The Railroad - Unit V

I. Some of the most exciting years in Wyoming history were 1867, 1868 and 1869. The major cause of this commotion was the coming of the Union Pacific railroad.

At the end of this unit the student will know:

1. A transcontinental railroad had been discussed since the 1840's to link the eastern part of the country to the west coast area.

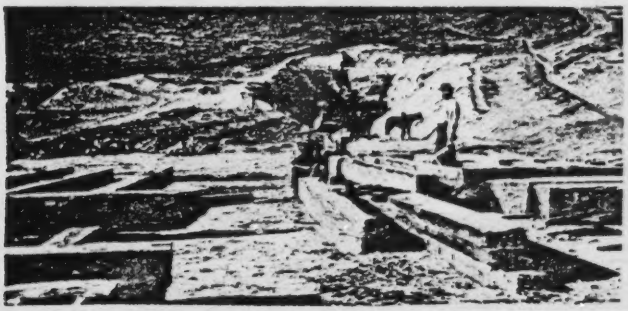
2. Events leading to the Civil War blocked construction of the railroad.

3. After the War began the northern congressmen passed an act authorizing the railroad across the country.

4. The Pacific Railroad Act of 1864 made the building of the railroad possible.

5. In 1867 the tracks reached eastern Wyoming County, Dakota Territory, and in December of 1867 the tracks reached Cheyenne.

6. In December of 1868 the tracks left western Wyoming Territory.



II. Several routes were considered for the new railroad.

At the end of this unit the student will know:

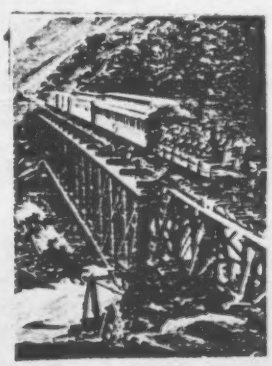
1. In the period 1853-1856 government explorations and surveys were made of several routes and variations of these routes across the western United States.

2. These studies established that transcontinental railroads could be built along several of the studied routes between Canada and Mexico.

3. Political divisions, a result of the Civil War, dictated it be built across the central plains.

4. The route chosen to be built first was across Wyoming.

5. Three routes over the mountains were chosen:
   a. one by way of the Cache la Poudre River in Colorado.
   b. another by way of Lodgepole Creek north of Cheyenne.
   c. and the route chosen - via Crow Creek near present day Cheyenne and up the Gangplank, a natural ramp leading up the mountains. The Gangplank was found by General Grenville Dodge in 1865, and it is followed by Interstate 80 today.



III. Many Wyoming towns and cities owe their beginnings to the Union Pacific railroad.

At the end of this unit the student will know:

1. In early July, 1867, while the railroad was still in Nebraska, General Dodge came and created Cheyenne as a major division point. General C.C. Augur, who was with him, established Fort D.A. Russell nearby. The Army was an indispensable ally of the railroad. (See Military Unit)

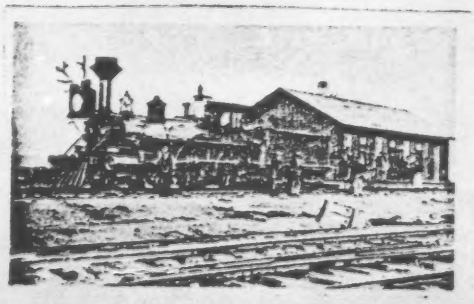
2. The Union Pacific built a dozen communities in Wyoming where none had been before.

3. Half of them were large enough to rate classification as towns: Cheyenne, Laramie City, Benton, Green River City, Bryan, and Bear River City.

4. Three of the larger communities - Benton, Bryan, and Bear River City - survived only a short time, while smaller communities - Rawlins, Rock Springs, and Evanston - put down strong roots and continued to grow.

5. At its peak about 6,000 men worked on building the railroad. They needed services like stores, hotels, cafes, bars, etc.

6. Where did the people come from to form cities?



The Railroad - Unit V

IV. Much of the land in southern Wyoming is still owned by the Union Pacific railroad.

At the end of this unit the student will know:

1. The Pacific Railroad Act of 1864 gave the railroad twenty sections of land for each mile of track. These sections would be the odd numbered ones in a strip forty miles wide, twenty miles on each side of the tracks.

2. Mineral rights were included in the land grants, and many are still owned by the railroad.

3. This system of land grants looks like a patchwork quilt on a map.

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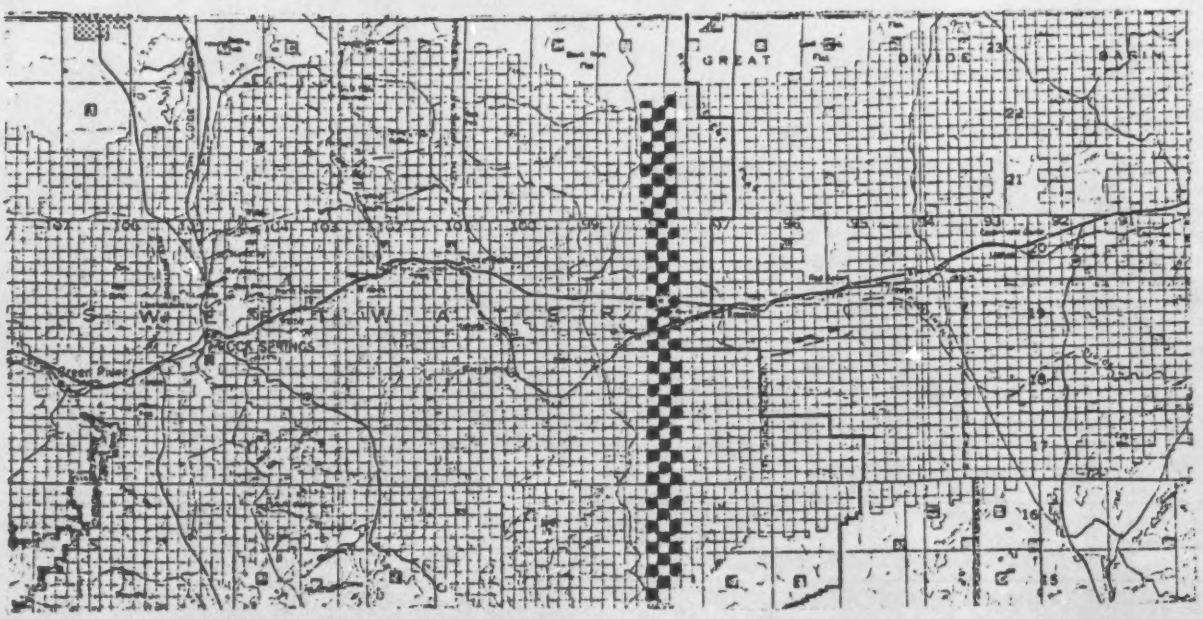


4. Some of the land has been sold to help pay for the railroad.

The Railroad - Unit V

V. The Union Pacific railroad and Wyoming have had a close relationship over 100 years.

At the end of this unit the student will know:

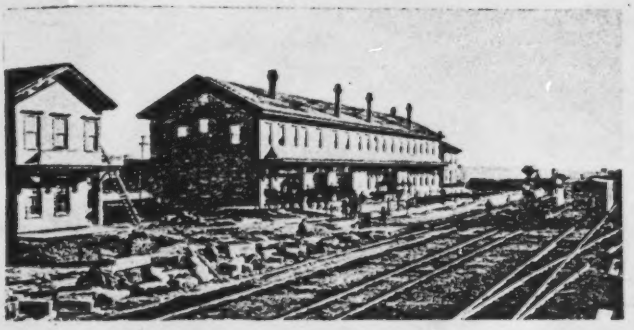
1. In Wyoming, many people who considered themselves pioneers rode to their frontier homes, not in covered wagons drawn by oxen, but in railway coaches and Pullman cars.

2. Some of the land owned by the Union Pacific has been given to local governments, churches, schools, and other charitable organizations for a nominal fee or gratis.

3. Several Wyoming towns were founded by the railroad.

4. Many scholarships, grants and other financial aids help many Wyoming youth get a college education.

5. Several charitable organizations have received grants from the railroad.



ACTIVITIES FOR STUDENTS

COMING OF THE RAILROAD

ACTIVITIES

1. Take the class to see "Big Boy", the largest railroad steam engine in history, located in Holliday Park.

2. Take a field trip to see the Gangplank west of Cheyenne.

3. Research why small towns like Rawlins, Rock Springs, and Evanston became cities, and larger cities like Benton, Bryan, and Bear River City no longer are here.

4. Have the Assistant to the Special Representative of the Union Pacific speak to your class. Call 635-8585 to make arrangements.

5. The Union Pacific has films available to show your students -- call 635-8585 for more information.

6. Arrange a visit to the Union Pacific depot in Cheyenne.

7. Students or their parents who have model trains could bring them to class and tell about them.

8. Have representatives of various railroad jobs tell your class about their work.

9. Do some research on the lives of influential people who dealt with the railroad such as the Ames brothers, General Grenville Dodge, General C.C. Augur, and Jack Casement.

10. Make models and drawings that show the use of locomotives over the years--maybe a window display would be fun.

11. Make maps of the major railroad routes in Wyoming.

12. Draw a project map showing how many major cities in Wyoming are located along railroad tracks.

13. Make models of early trains by following the directions of "How to make a Railroad Locomotive" found in the "How to" section.

14. Take a train trip to Laramie. Have a district school bus pick up the students there and bring them back to Cheyenne. While in Laramie see the Laramie Plains Museum.

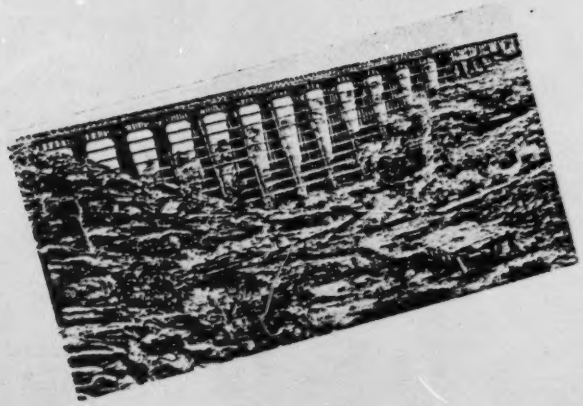
15. Who named the towns?

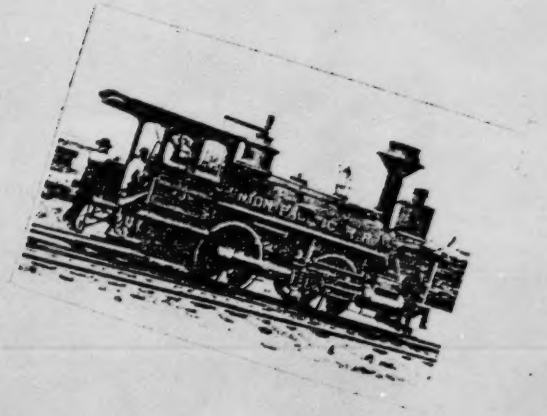
16. Make a list of benefits and problems related to the railroads.

17. Make a book report on books about the railroad.

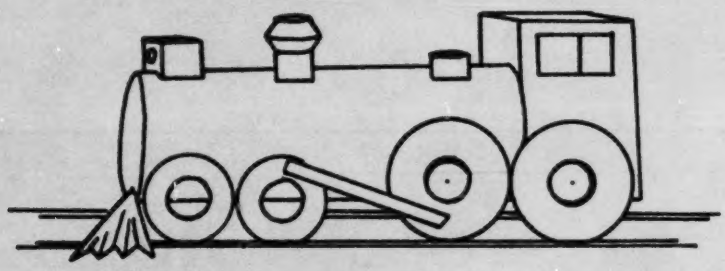
18. Make a tape collection of oral interviews of "oldtimers" who worked on the railroad.

19. Which street names in Cheyenne relate to the railroad?





How to Make a Locomotive



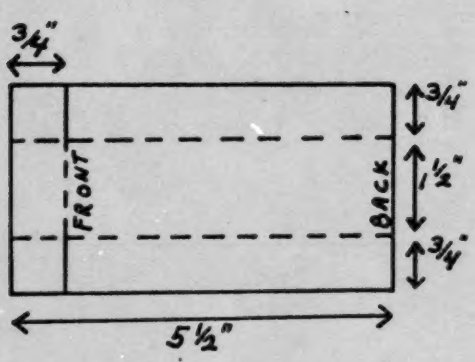
The "Iron Horse" cannot be overlooked when viewing the transportation of the West. The train was a fast, efficient (usually dirty) means of closing the gap between East and West. This basic "How to" will give you the general shape of one of these famous machines. The minor details are up to you.

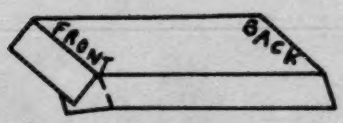
MATERIALS:

Construction paper, white glue, scissors, compass, 1½" diameter cardboard roll 4¼" long, one small box 1¼" x 1¼" x 2½" (small aspirin), thin cardboard.

PROCEDURE:

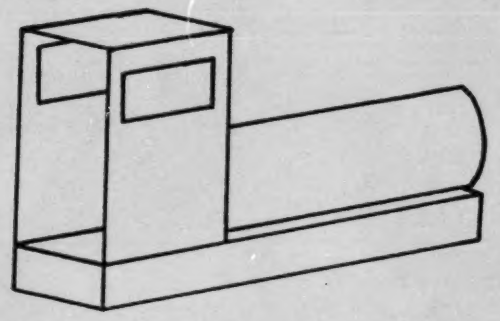
1. Make the base by cutting a thin piece of cardboard as shown. Dotted lines are folds. Cut on solid lines. Overlap corners and glue in place.





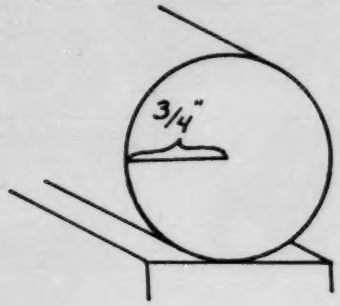
2. Glue 4¼" cardboard roll to the base even with the front.

3. Cut the small box to make the engineers box. Glue to the base behind the roll as shown.

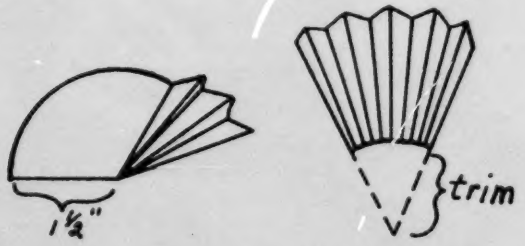


4. Make four wheels with a ¼" radius and four with a ¾" radius. Draw in lines to make it look like a double wheel. Glue in place as shown in the completed drawing.

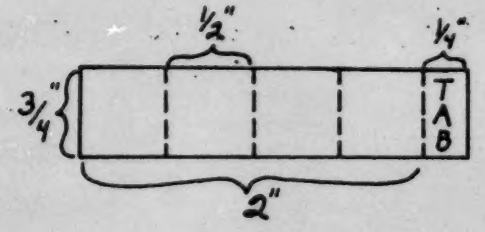
5. Make one more circle ¾" in radius to fit over the front of the roll for the front end of the boiler.

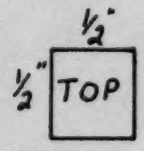


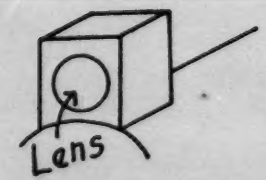
6. The cowcatcher is made from a semi-circle folded accordian style and trimmed to fit. See the diagram.



7. The lantern was at the very front on top of the boiler. Make it of one strip of construction paper ¾" x 2¼". Fold as shown on dotted lines. Glue tab under opposite edge. Top with a flat piece ½" square. A white circle may be used for the lens. Glue in place.

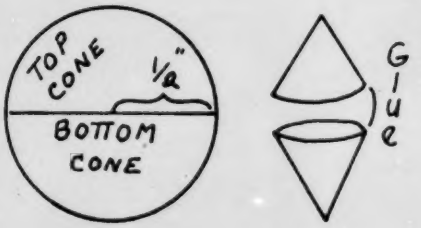


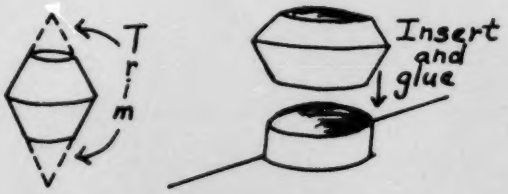




8. The small smokestack is a strip of paper 3/8" x 1½" glued in a circle and glued in place.

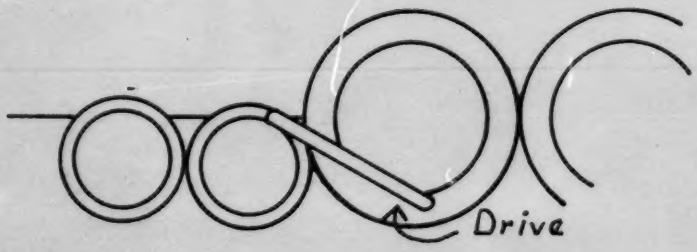
9. The large stack has the same base with 2 cones glued on top. See diagrams.





10. Paint with poster paints and add the desired details.

11. Wheels may be connected with a drive. Use a narrow strip of paper.



SELECTED RESOURCE PEOPLE

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1400 East College Drive
Cheyenne, Wyoming 82001

Robert E. Pike
Assistant to Special Representative
Union Pacific Railroad Co.
LEA Building
2515 Warren Avenue
Cheyenne, Wyoming 82001 phone: 635-8585

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Time from 1.00 p. m. to 12.59 night, bold-faced figures.

UNION PACIFIC—THE OVERLAND ROUTE

MAIN LINE COUNCIL BLUFFS TO OGDEN

[CONTINUED]

Salt Lake Exp. No. 121	Pac. Exp. No. 3	Overland Flyer No. 1	Mls	STATIONS.	Elevat'n	Atl. Exp. No. 2	Overland Flyer No. 4	Park City Exp. No. 123.
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.....	3 15	.....	861	.....Bryan...	6188	5 20	.....	.....
.....	3 46	4 20	878	..Granger..	6279	4 54	1 45	.....
.....	4 32	5 13	908	.....Carter...	6507	3 50	12 55	.....
.....	.....	.....	920	.....Leroy...	6889	.....	.....	.....
.....	5 18	.....	930	...Piedmont..	7072	2 50	.....	.....
.....	5 45	.....	950	.....Aspen...	7266	2 25	.....	.....
.....	5 58	.....	944	.....Hilliard..	7246	2 12	.....	.....
.....	.....	.....	945	.....Millis.....	7061	.....	.....	.....
.....	‖6 25	‖7 05	955	Ar ‡ Evanston ‡ Lv	....	1 40	11 10	.....
.....	6 45	7 25	....	Lv. Evanston. Ar	6759	‖1 15	11 00	.....
.....	7 10	.....	969	..Wahsatch..	6824	12 50	.....	.....
.....	7 22	.....	978	.Castle Rock..	6240	12 20	.....	.....
*2 50	8 05	8 30	994	.....Echo....	5471	11 36	9 35	6 45
3 25	8 25	.....	1002	....Croyden...	6240	11 16	.....	6 27
3 40	8 40	.....	1009	.....Weber...	5089	10 51	9 00	6 12
3 55	8 55	.....	1017	...Peterson...	4934	10 32	.....	5 57
4 11	9 04	.....	1021	.Devil's Gate.	4814	.....	.....	5 47
4 20	9 14	.....	1026	.....Uintah...	4497	10 04	.....	5 36
4 35	9 30	‖9 45	1034	§.. Ogden.. ‡	4301	9 45	8 00	*5 20
				AR] [LV				
.....	10 46	7 45	1587	.San Francisco.	13	*4 30	*6 30	.....
				AR] [LV				

* Daily.—† Daily except Sunday.—§ Coupon stations.—‡ Telegraph stations.—‖ Meals.

STANDARD OF TIME.—East of North Platte and Wallace, *Central Time*; East of Ogden and Huntington, *Mountain Time*; West of Ogden and Huntington, *Pacific Time*.

THE

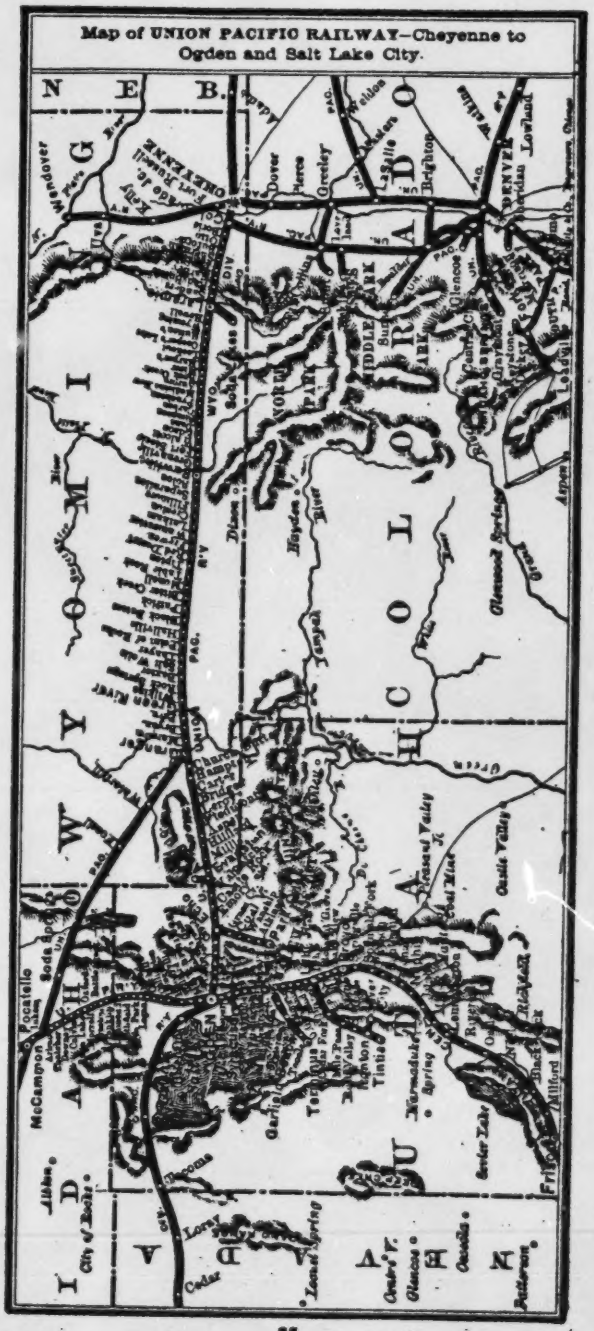
UNION PACIFIC

—RUNS:—

FIRST CLASS DINING CARS

—BETWEEN—

Council Bluffs and Denver, and Council Bluffs and Portland.



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History and travels in Wyoming.

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WTC C., 29 min., S.S. Lang. Arts, Elem., J.,S MP 66
Curt Gowdy talks about traveling in Wyoming.

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BALLAD OF THE IRON HORSE, THE MP 525
LCA C., 23 min., S.S., Elem., J.,S.

The building of the first transcontinental railroad marked a turning point in America's development.

EARLY WYOMING RAILROAD MAPS

314
Cram, George F. Cram's township and railroad map of Wyoming. Chicago, 1895. col. Scale ca. 1:1,250,000. 41 x 56 cm.

Shows relief by hachures, drainage, cities and towns, townships and counties, roads, and railroads distinguished by name and number. Includes index. Located in the Geography and map division of the Library of Congress.

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Casper:
J.A. Waatti Map Co., 246 South Center Street
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Cheyenne:
Alpine Haus "Cheyenne", 111 West 17th Street.
Commercial Office Supply, 112 West 18th Street.

Cody:
Engineering Associates, County Court House.
New Post Office Store, 1121-13th Street.
Shoshone Valley Trading Co., 1340 Sheridan.

Douglas:
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Dubois:
Welty's General Store, 220 Ramshorn Street.

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Maps - continued

Jackson:
Jackson Hole Ski and Sports, 40 East 2nd Street.
Jackson Sporting Goods Company, 38 West Broadway.
Nelson Engineering, 451 Vine Street.
Teton Mountaineering, 86 East Broadway.
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Cheyenne:
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Sheridan:
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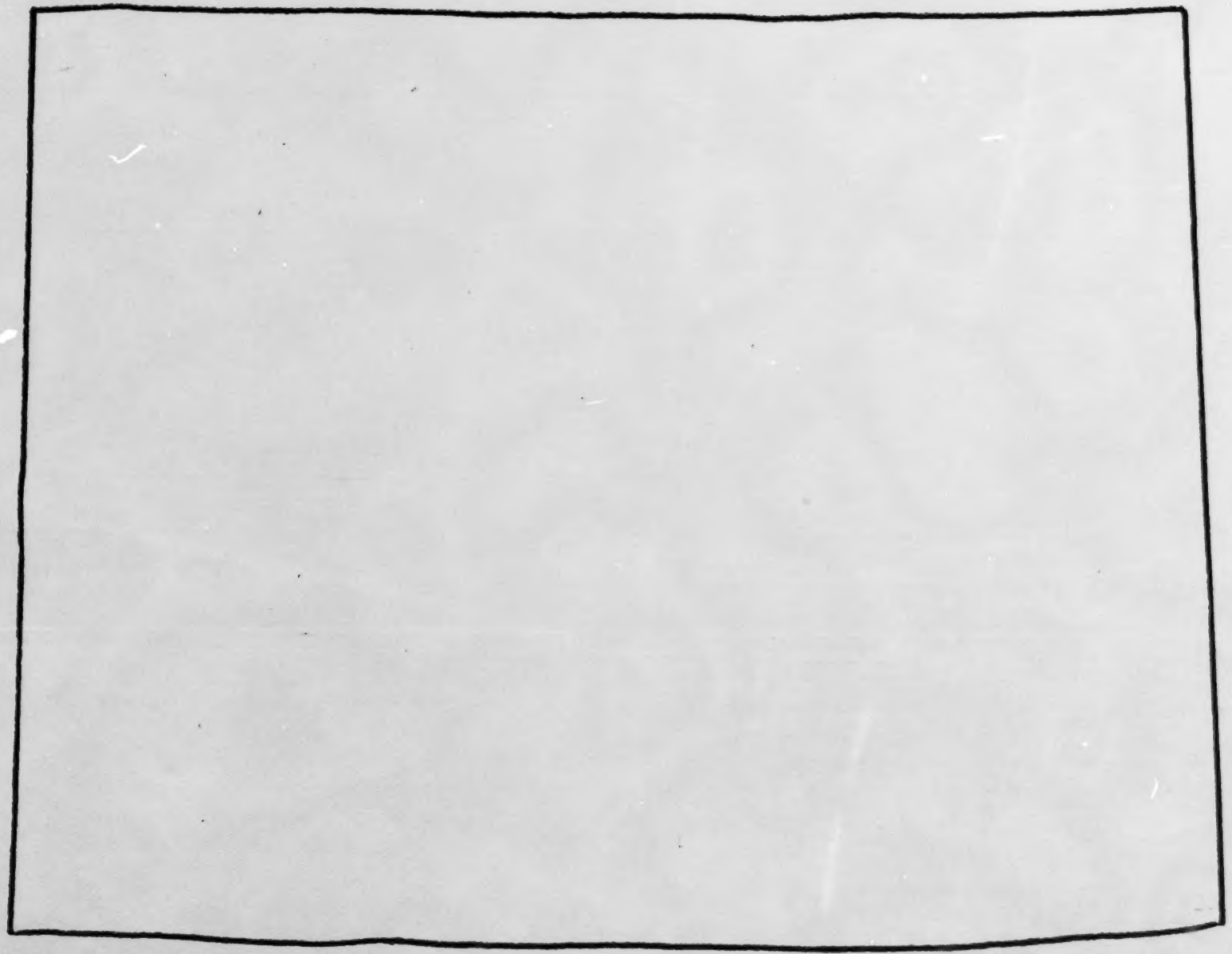
MAPS

WYOMING OUTLINE MAP



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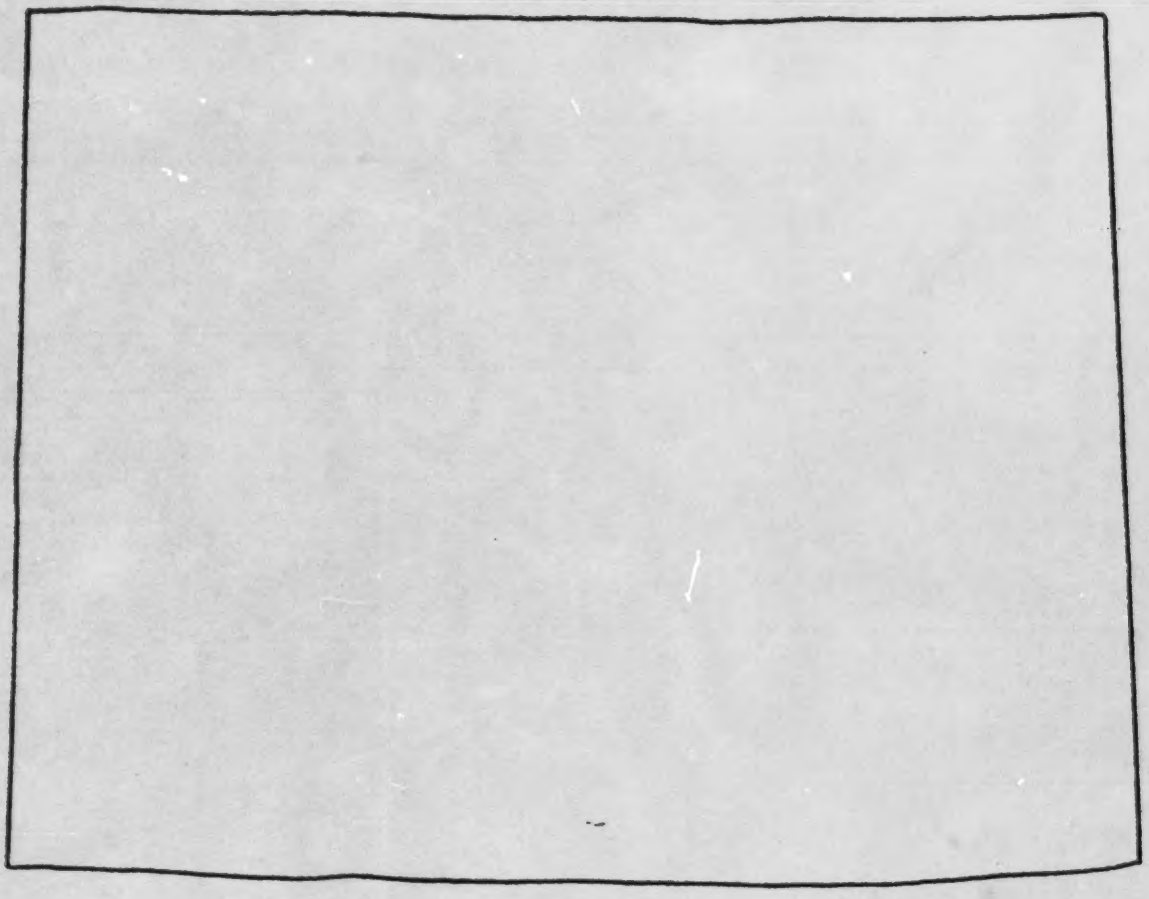

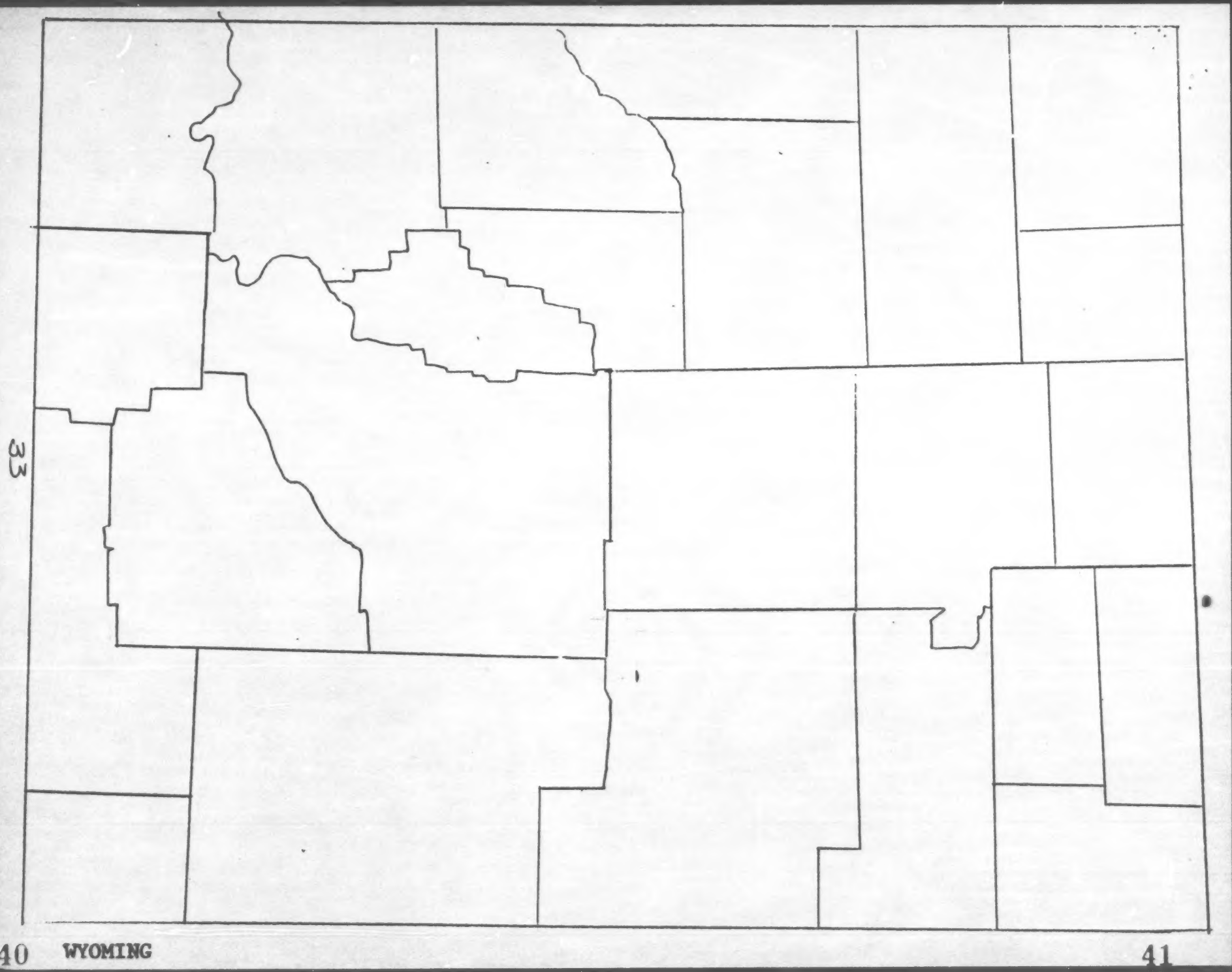
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WYOMING
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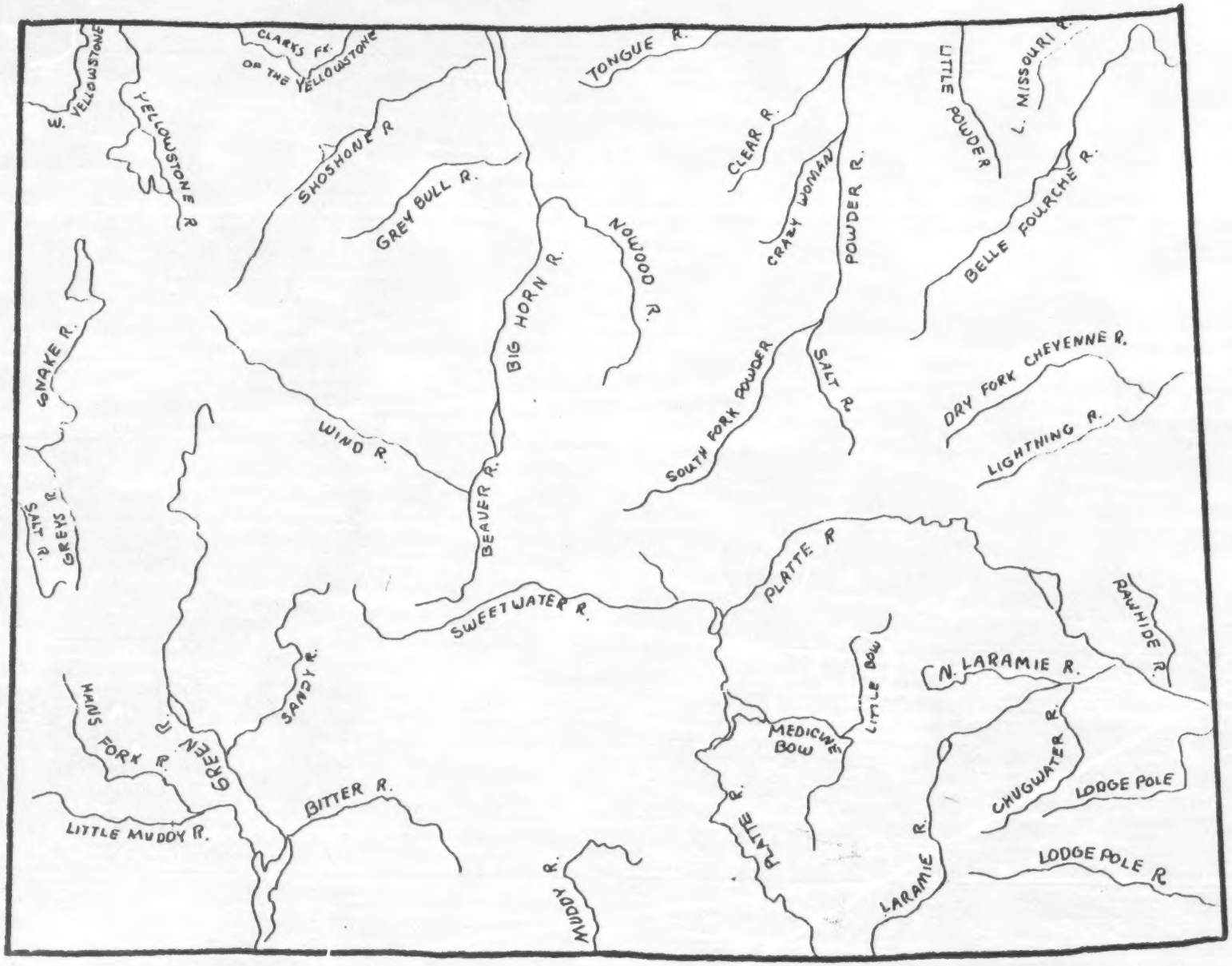
WYOMING PROJECT MAP



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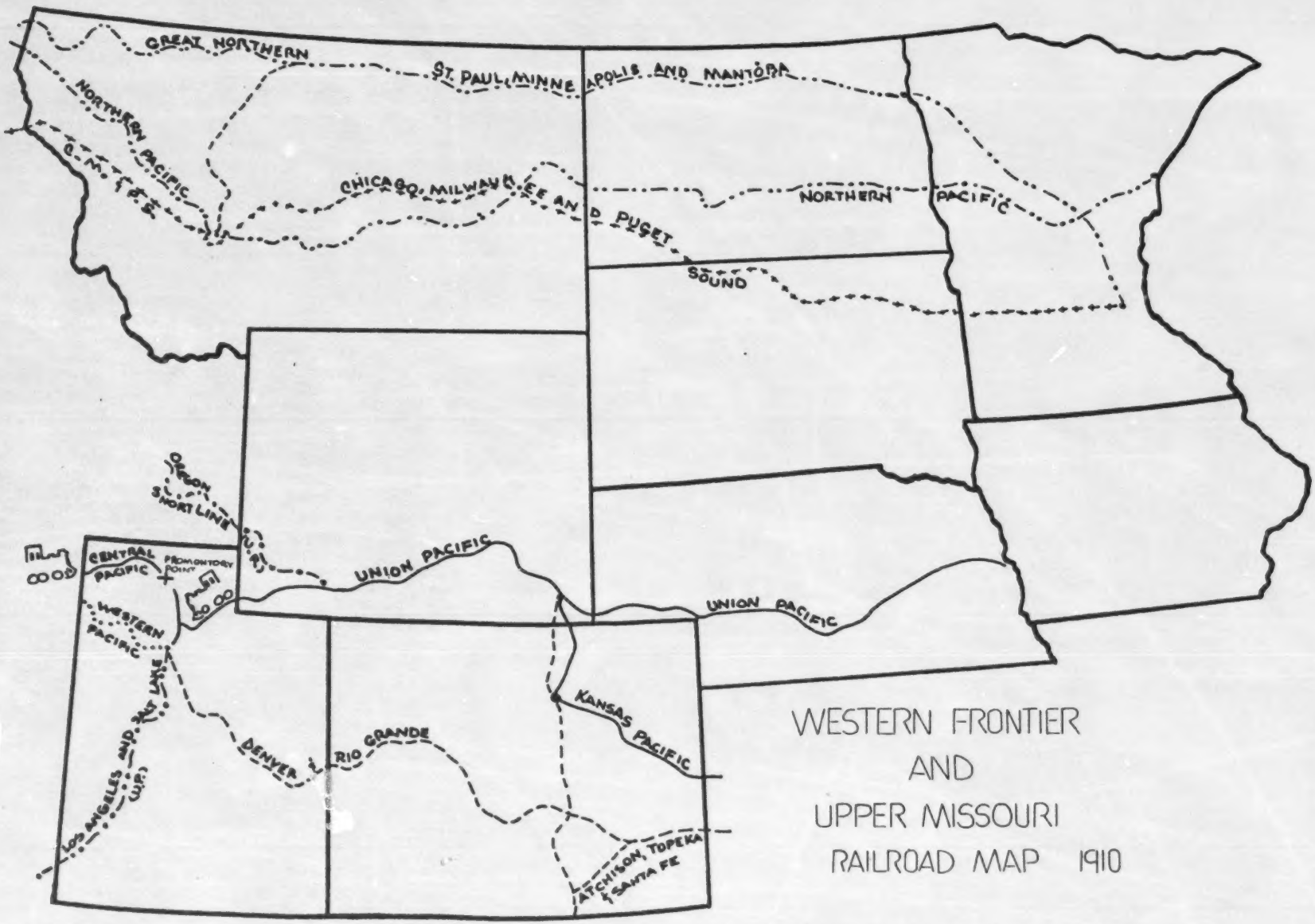

WESTERN FRONTIER
AND
UPPER MISSOURI
RAILROAD MAP 1910

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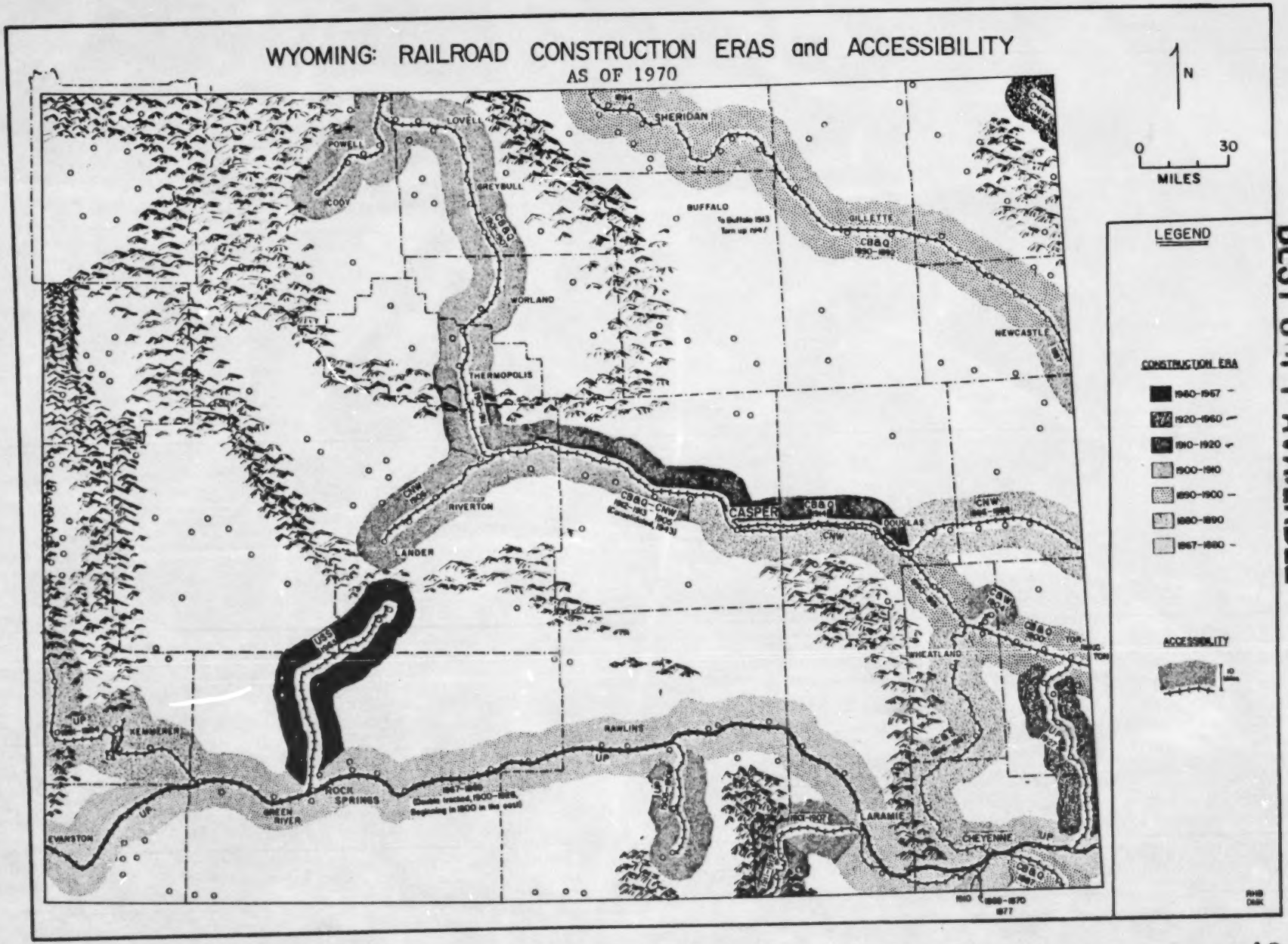

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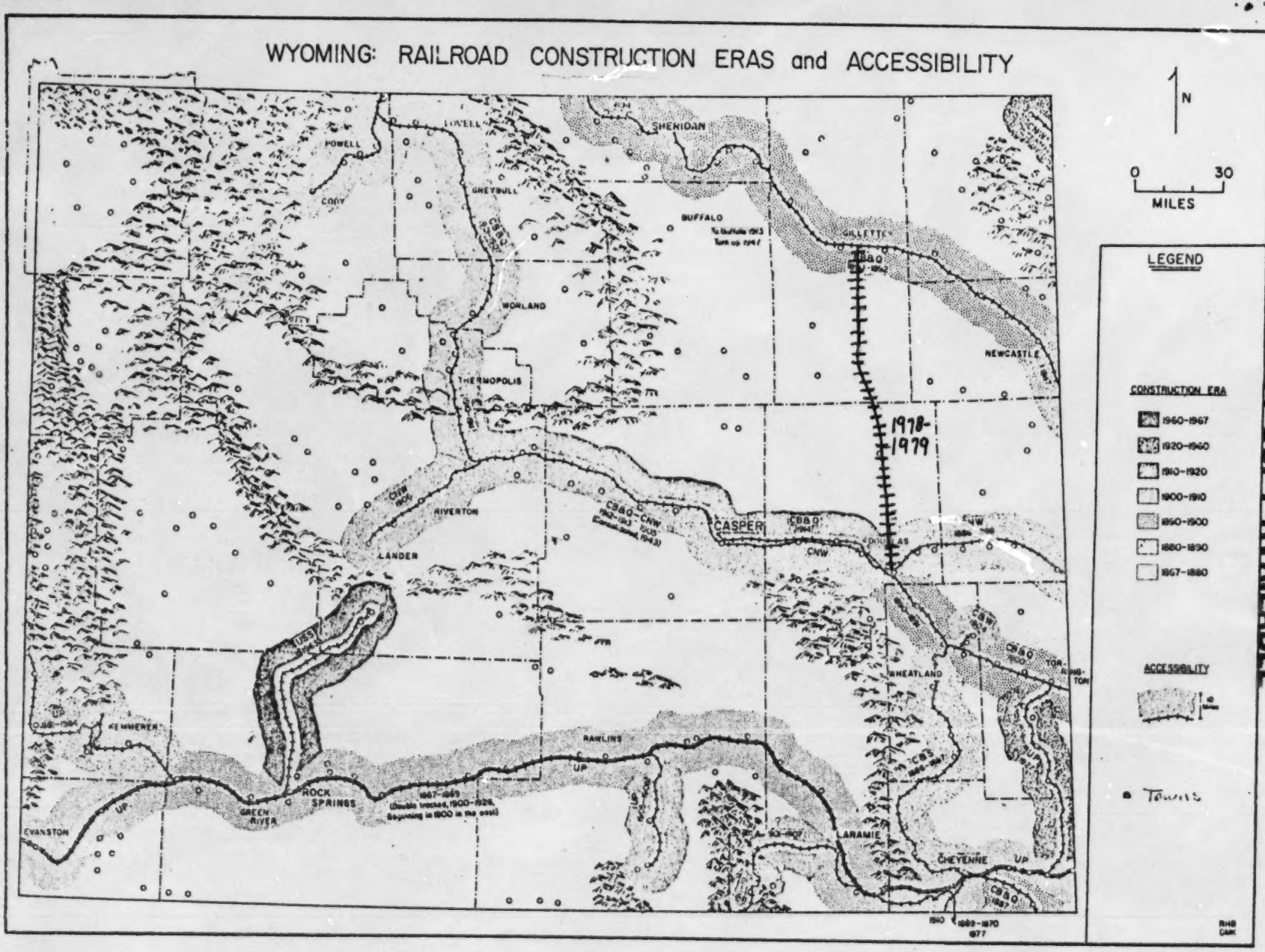

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